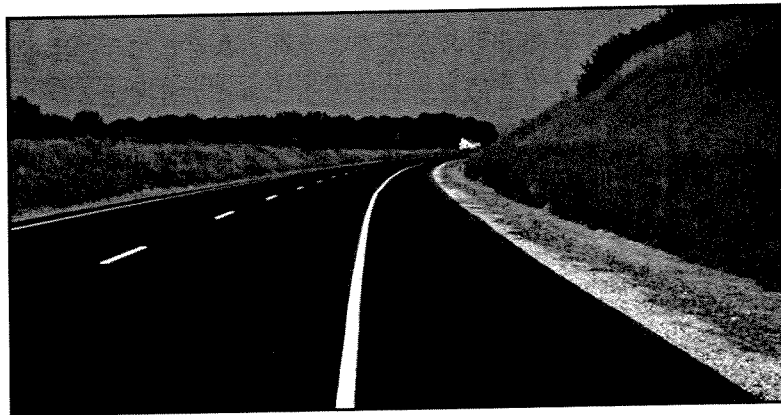
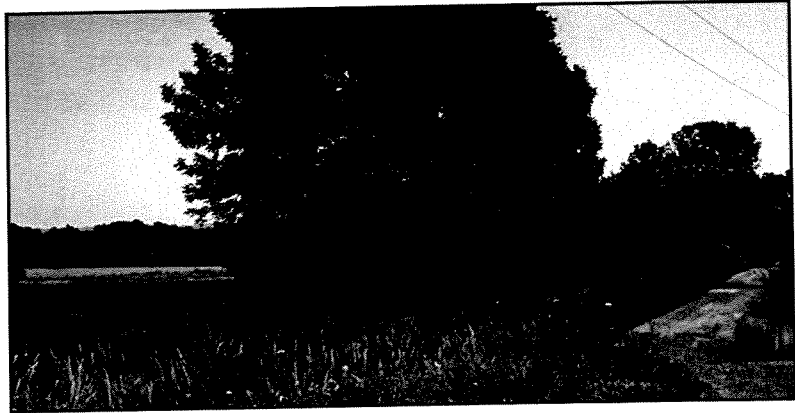


CHAPTER

6

Transportation



As the Urban Growth Area develops, a road system will need to be developed to accommodate the additional traffic that will be generated. While the County and Town do not build roads, they do work with the Virginia Department of Transportation (VDOT) and the development community to assure that the transportation network is adequate and safe. The transportation system should support County and Town community development and design objectives by fostering a close relationship with land use planning.

The transportation policies for the Urban Growth Area focus on adequately moving regional traffic through the UGA and handling the increasing levels of local traffic on the street network as the area develops. The Plan proposes a system of arterial and major collector streets to minimize traffic congestion and to provide for safe and convenient access throughout the Urban Growth Area. The relationship of new streets to the existing traditional network of streets is also addressed from a community design standpoint. The policies address the type, design, funding and timing of area road improvements, and other transportation infrastructure improvements.



A. Transportation Network Improvements

The Town of Purcellville and the Purcellville UGA are served by a network of primary and secondary roads. The Town is bisected by Business Route 7, a two lane primary highway which provides access to the area from the east and the west. Historically, the Route 7 corridor has been the focal point for commercial activities in the Purcellville area as well as an important route for commuters travelling to and from jobs in the Metropolitan Washington Area. The Route 7/Purcellville Bypass is a four lane limited access primary highway. The UGA is served by one interchange at Route 287. Since the Route 7 Bypass will continue to be the primary regional road serving the UGA, the plan proposes an additional interchange at Route 690 to improve access to the Town.

Route 287, also a primary road in the Purcellville UGA, is a two lane facility which acts as the area's major north-south route. The area is also served by six secondary roads. Route 690, Route 611 and Route 722 are all paved north-south roads radiating out into the planning area from within the corporate limits of the Town. Route 716, which heads north from Route 7, and Route 782, heading south from Route 7, are each low volume gravel roads also serving local traffic in the planning area. A third low volume road, Route 711, is, aside from Route 7, the only other road in the planning area which runs east-west.

There is an obvious lack of an east-west road serving the southern portion of the UGA which the plan proposes to resolve by extending Route 287 to Route 1610 (A Street) and then west to Route 690. The alignment of the proposed southern circumferential road has been an issue of concern among residents of the area throughout the development of this plan.

Transportation Network Improvement Policies

1. The County and Town will work together to improve existing roads in the Purcellville area. The following types of projects should be priorities for road improvement monies in the Purcellville area:
 - a. Paving unpaved roads within the corporate limits of Purcellville and in the UGA, as appropriate;
 - b. Improving access from the UGA to the Town and Downtown (Main Street Area);
 - c. Improving secondary roads that function as major collectors or that are important to improving the regional road network serving the UGA.

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2. The Town and the County will encourage the Virginia Department of Transportation to plan and construct an additional interchange on the Route 7 Bypass at Route 690. This interchange should be a priority for Primary Road Fund expenditures in western Loudoun County.
 3. The County and Town will plan for a hierarchy of local streets, collector roads and arterials which funnel traffic from smaller local streets to larger regional ones (see Figure 11, p. 54). The County and Town will encourage an interconnected network to distribute traffic and link new areas and existing development to each other to ensure a system that provides multiple new routes into the Town and around the UGA. Although use of cul-de-sacs should be limited, they may be permitted to address environmental and engineering constraints. Roadway widths in the UGA will be determined by traffic volumes.
 4. The County and Town will encourage the construction of a southern circumferential loop road in the UGA to extend from Route 287 to Route 690 along the alignment depicted in Figure 11, p. 54.
 5. The County and Town will support transit opportunities in the UGA. Efforts to augment commuter bus service serving the UGA will be encouraged. The County and Town will cooperate with VDOT to plan for a park and ride lot(s) with a bus stop in the Town or UGA near the Route 287 and Route 7 Bypass interchange. The W&OD trail should be recognized and supported as an alternative transit facility for bicyclists.
 6. The County and the Town of Purcellville will work with VDOT and the Towns of Hamilton and Round Hill to assure the coordination of road improvements in the region and the Route 7 corridor.

B. Transportation Funding

The County and Town have traditionally relied on a mix of funding sources to construct and finance improvements to its road networks. The majority of road improvements in the UGA and the Town to date have been funded through the State Primary and Secondary Six-Year Road Improvements Plan. Over the past ten years the County has been successful at implementing a proffer system, which is used in part to fund road improvements, negotiated with developers to mitigate the impact of their development proposals. As development occurs more frequently in the Town and the UGA, the use of proffers to fund transportation improvements will likely increase. Proffers, as well as other innovative funding sources, are recommended as a means of supplementing State funding for road improvements in the UGA as development occurs.

Purcellville Urban Growth Area Management Plan

Ultimate Transportation Network

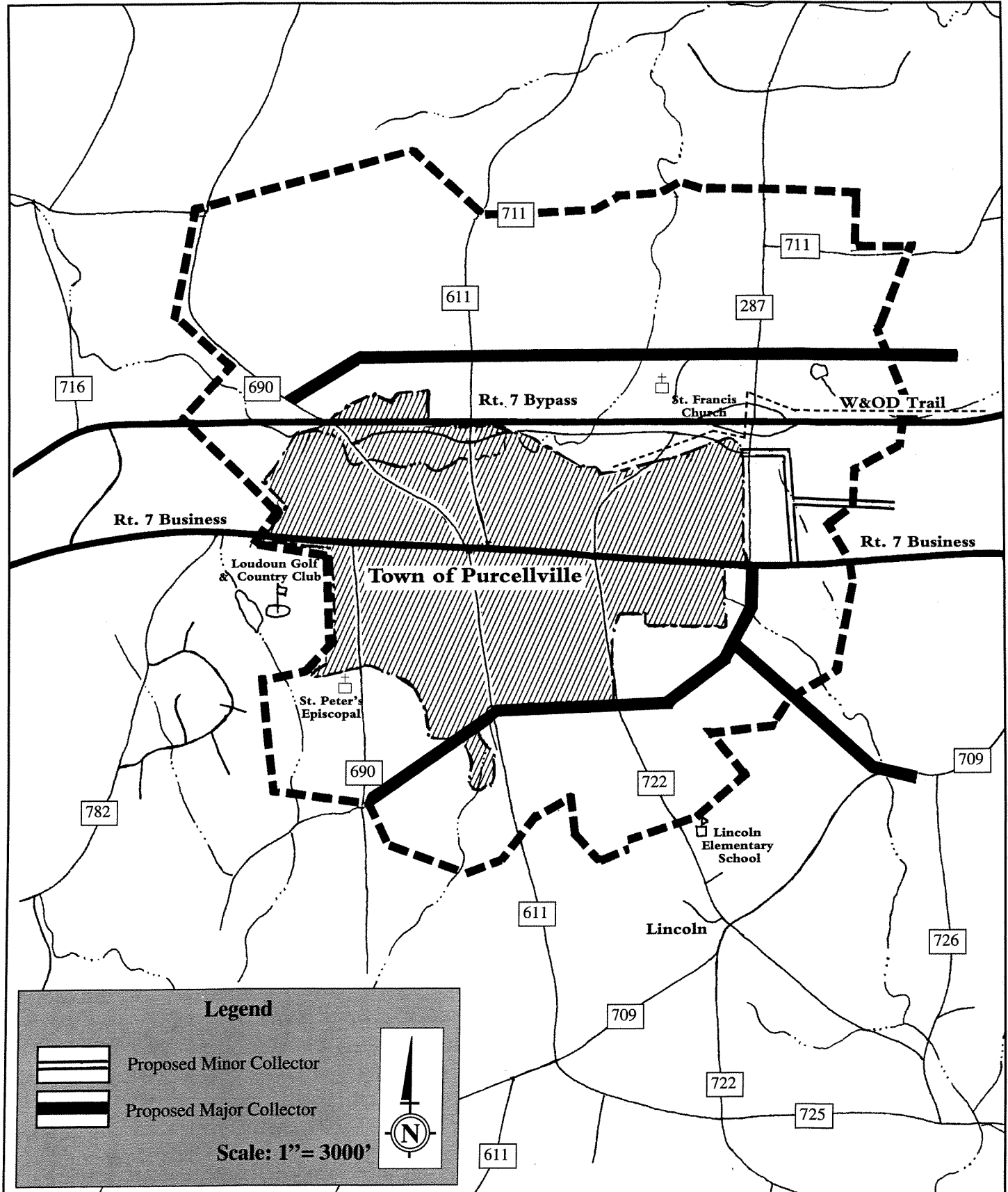


Figure 11.

Transportation Funding Policies

1. Road improvements in the Purcellville UGA will be funded through a variety of public and private sources including State and local revenues and development proffers. Additionally, use of innovative funding mechanisms, such as special taxing districts or impact fees, may be permitted where appropriate and feasible.
2. Transportation proffers will be sought through the land development process to mitigate the impact of new development on roads and other transportation facilities in the UGA. State and local road funds will be directed toward improving public roads and augmenting the regional road network system serving the UGA.

C. Road Design & Construction

Developers usually plan and construct local streets within their projects and the minor collector streets that connect their projects to major collector and arterial streets. However, the County, Town and VDOT work with the developer to assure that roads are constructed to minimum design and safety standards. The actual size and type of roads, and the phasing of road improvements is generally negotiated on a case by case basis as development proposals are submitted for review. This review and negotiation process ensures that new roads adequately support the proposed land uses and are integrated with the existing or planned road network.

Road Design and Construction Policies

1. The County and Town will continue to recommend and negotiate phased transportation improvements during review of legislative development applications (rezoning and special exceptions) to assure that sufficient road capacity is available to serve projected demand as development occurs. These phasing plans should:
 - a. Resolve any safety problems that would be caused or exacerbated by increased traffic volumes attributable to the new development;
 - b. Provide frontage improvements and turn lanes from existing roads serving the UGA as soon as traffic levels warrant such improvements;
 - c. Ensure that roads within or serving the development operate at a level of service D or better;

- d. Support the ultimate design standard for existing or proposed roads that would serve the development (i.e., that phasing would not preclude ultimate development of the road as planned).
2. Existing setback requirements and landscaping standards should be applied to address landscaping, buffering and screening along major transportation corridors such as Route 7 Business, Route 287 and the Route 7 Bypass.
3. Coordinated transportation access will be encouraged along all major roads serving the UGA to minimize entrance points.
4. Roads in the Purcellville UGA will be constructed to VDOT standards for acceptance into the VDOT road system and private streets will be discouraged. Exceptions may be made in cases where an alternate design would safely accommodate traffic volumes and where traditional design guidelines could not otherwise be met. Private streets would not be maintained by the County, the Town or VDOT and maintenance responsibilities would need to be assured before approval for private streets is granted.
5. New collector roads serving residential areas shall not be constructed to exceed a design speed of 40 m.p.h.

The Washington and Old Dominion Bike Trail, stretching from Alexandria to Purcellville is a unique alternative to conventional commuter routes.

